

Hongkong Daily Press.

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[a351]

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Hongkong, 29th April, 1908. [a398]

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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MARRIAGE.

On June 3rd, at Palmerston Place, United Free Church, Edinburgh, by the Rev. R. Ingles, M.A., Newton St. Boswells, FRANCIS C. EVANS, M.D., Cantab, M.R.C.P., London, of Hull, to SARA E. BUYERS, M.B., Ch.B., only daughter of C. B. Buyers, Hongkong, and Mrs. Buyers, Newton St. Boswells. [1914]

HONGKONG OFFICE: 10A, DES VILLE ROAD C.
LONDON OFFICE: 131, FLEET STREET, EC.

The Daily Press.

HONGKONG, JULY 7TH, 1911.

The speech made by His Excellency The Governor in the Legislative Council, about six weeks ago, with the object of showing that no grounds exist for pessimism regarding the general prosperity of the Colony has caused the publication of the official reports on which the speech was based to be awaited with more than ordinary interest.

Yesterday the Report of the Harbour Master was laid upon the table of the Legislative Council. His Excellency's recent statement that the shipping statistics for 1910 exceeded all previous records caused more surprise, perhaps, than any other announcement in the speech. The Harbour Master's reports show that "the total of shipping entering and clearing at Ports in the Colony during the year 1910 amounted to 547,164 vessels of 36,584,361 tons, which, compared with figures for 1909, shows an increase in numbers of 19,884 vessels with an increase of 1,703,518 tons. These totals are the largest yet reached, exceeding all previous records by 15,032 vessels and 506,051 tons." The further particulars furnished in the Report show, however, that there was a decrease of 3,080 vessels engaged in Foreign trade in 1910 as compared with the number in 1909, but in spite of this the tonnage employed in Foreign trade exceeded that for 1909 by 7,151,131 tons. The explanation of

this may be found in a paragraph in the Report which states that the average tonnage of individual ocean vessels entering the port has once more increased—from 2,390.4 tons to 2,457.3 tons. An examination of the table of statistics printed on page 3 of the Report shows an increase of 185 British ocean-going vessels and 703 British river steamers. The decline in the number of vessels engaged in foreign trade is accounted for by a decrease in the number of junks engaged in foreign trade, attributed to successful competition by the river steamers at low rates of freight. Junks engaged in local trade (about one-half the number being represented by conservancy boats) also show a considerable decline, though the tonnage increased. The principal factor in the total increase of vessels is represented by "steam launches plying in the waters of the Colony." Under this heading an increase in numbers of 26,026 is shown. The statistics given for launches represent "number of trips made within and without the harbour." Now, the tonnage of launches and junks engaged in local trade show an increase of 958,385 tons, but nearly 500,000 tons of this increase is represented by conservancy and dust boats, and cannot therefore be regarded as indicative of the prosperity of the port. If we leave launches and junks engaged in local trade (including the conservancy and dust boats), entirely out of the reckoning we get, as we have said before, a net decrease of 3,030 vessels engaged in foreign trade, but a net increase of 7,45,131 in tonnage. The Colonial revenue benefits, as this additional tonnage represents additional light dues, but Hongkong being a free port, no statistics of trade are available, and it is therefore not possible to conclude that increased tonnage necessarily means increased imports or exports. Yet when we find the Statistical Secretary of the Imperial Maritime Customs, saying in his report on the Foreign Trade of China in 1910 that the value of the foreign trade with China shows a great advance and that the trade through Hongkong shows an increase of 33 million taels, how easy it is to conclude that this increased tonnage did in fact indicate improved prosperity in the Colony? Merchants and the shipping companies, however, appear to have great difficulty in recognising the year 1910 as one of improved prosperity for the Colony, and the inference, therefore, is that this increase of trade through Hongkong noted by the Statistical Secretary of the Chinese Maritime Customs, though it might suggest a reason for the increased tonnage calling at the port, does not necessarily mean that a larger trade was done here, and more cargo handled in the harbour. In the section of the Harbour Master's Report dealing with Trade, Commander Taylor tells us "that the total reported imports in 1910 showed an increase of 2.4 per cent., and Exports an increase of 10.2 per cent., while transit cargo showed a decrease of 0.3 per cent.; but, as he says, these figures are not reliable, because in the absence of a Customs Staff there are no means of collecting accurate information. Therefore, it remains for those who deny that the Colony's trade is prospering to explain away all these statistics, which prima facie are evidence to the contrary."

Three cases of plague were reported yesterday. The total for the year now stands at 127.

A Chinese who until recently resided at Tsz Mi Lane, West Point, is reported to have absconded with \$290.

The body of a Chinese, about 20 years of age, was yesterday found floating in the harbour opposite Holt's Godowns.

The police were notified yesterday that \$70 had been stolen from the occupant of No. 70 Leighton Hill Road. Two house boys are suspected of the theft.

For stealing a tin of driers from the s.s. *Falls of Nantes* Mr. Hazland at the Magistracy yesterday sentenced a Chinese to two months' imprisonment and four hours' stocks.

Major H. C. Evans, R.M.L.I. (intelligence officer borne on H.M.S. *Tarant*), completes in a few weeks seven years' service in his present rank, and in the ordinary course will be promoted to lieutenant-colonel by brevet.

Our Macao correspondent writes that the typhoon did no considerable damage in that city. The Praia Grande has suffered somewhat by the sea washing over it, but Macao did not get the full force of the blow.

Singapore papers announce the death of Assistant Surgeon A. L. Williams, Deputy Port Health Officer, and eldest son of Mr. and Mrs. A. P. Williams, whose death took place after an operation for abscess of the liver. The deceased gentleman was 27 years of age. He leaves a widow to mourn his loss.

Mr. Sam Heng See, the chief comprador of the Banque de l'Indo-Chine, at Bangkok, has died. He was well-known to many in Bangkok, having arrived from Hongkong some 12 years ago, since when he has been fairly prominent in business circles. He leaves several wives and children and an estate said to aggregate over T\$150,000.

Charges and counter charges of assault were preferred by a crew of sailors of Indians who are being conveyed to Calcutta by the steamer *Japan*. The Indians were formerly the crew of the *Breconshire*, which vessel was recently sold to the Japanese. On the voyage between Japan and Hongkong a quarrel arose as to who should act as cook, and the dusky man decided to settle the matter by a fight, in which knives were freely used. Several men were injured before the quarrel was stopped. Eight men were charged before Mr. Hazland at the Magistracy yesterday, and the hearing was adjourned until Saturday.

The Public Works Committee, at a meeting held on the 28th June, reported as follows with regard to fencing in the gardens of Royal Square:—The members of the Committee, who had studied the conditions on the ground, were of opinion that the pattern of the existing iron railings and granite pillars enclosing the gardens belonging to the Hongkong and Shanghai Bank should be adopted for the gardens belonging to the Government on the following ground: (a) They are sufficiently elegant; (b) They are reasonably inexpensive; (c) They are sufficiently high to exclude intruders.

We have received a copy of the Coronation Number of the *Yellow Dragon*, Queen's College Magazine. The pages are printed within red borders, and the yellow dragon which adorns the front page looks a very gory beast in its red embellishment. Besides full accounts of the Coronation celebrations at the College the magazine contains the Prize Poem and others, the address on the subject of the Coronation to the schools written by H. E. the Governor, and a number of College Notes. Among the announcements made is one that a "tuck shop" is to be established, following the precedent of the best English Public Schools; another is that a Challenge Shield has been subscribed for, to mark the Coronation and to stimulate an interest in the game of water polo. The shield is to be composed for annually by the different schools in the Colony. Yet

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The Daily Graphic states that though there has been an Anglo-French exchange of views, nothing has been concluded.

The Foreign Office, after the Cabinet Council meeting on Tuesday, intimated to the German Ambassador that Great Britain would not contemplate, without the gravest concern, the possibility of the establishment of a German naval station at Morocco.

Attempts to move lorries with provisions

from the railway yards to the markets and

shops at Manchester were frustrated yester-

day by mobs throwing stones, bricks, iron-

bars and sticks, despite repeated charges by

the police, some of the latter being mount-

ed and waving their swords.

Altogether there were a hundred casuali-

ties on Tuesday and Wednesday.

A Squadron of the Scots Greys, 400 men

of the Staffordshire Regiment and 300 of

the London Police were sent to Manchester

last night.

The Royal Geographical Society.

Lord Curzon is making an appeal for

£100,000 to provide new premises for the

Royal Geographical Society.

WHEAT SUPPLY AFFECTED.

The corn markets of Chicago and Kansas

were most excited on the receipt of the

reports that the unprecedented heat had

burned the Oklahoma crops and scorched

the Kansas fields from end to end. Prices

at Chicago rose 4 7/8; and at Kansas 6 points.

THE HEAT WAVE IN AMERICA.

At Montreal the heat wave has caused

133 deaths in two days. This includes 146

children. In New York the deaths reported

numbered 26, Chicago 19, Pittsburg 15,

New England 31, and Philadelphia 9.

THE VETO BILL.

The Lords have passed Lord Lansdowne's

amendment to the Veto Bill by 233 to 46

votes.

Lord Selborne, in winding up the debate,

stated that if the Government were tem-

porarily successful the people would even-

tually recognise the strength of the Lords,

case and make it prevail.

These remarks are regarded as indicating

that the Lords will yield.

LABOUR GAIN AT HULL.

Polling took place at Central Hull

yesterday to fill the vacancy caused by the

unseating of Sir H. Seymour King, Unionist

M.P., on petition. The Unionist candidate,

Major Sykes, received 3,283 votes, and the

Liberal (Labour), Dr. Ashe, 3,545.

[At the last election Sir H. Seymour King

had a majority of 207.]

THE FIRST AVIATOR.

Lord Charles Beresford made an amusing

speech at the annual dinner of the Royal Geo-

graphical Society at the Hotel of Cecil in prop-

ing. "The other guests?" "The Scriptures, he

said, had the honour of producing the first

submarine inventor—Jonah (laugh)—and his

vehicle was a whale. The whale was a me-

chanical submarine, and there was no diffi-

culty in getting out of it. It had a kind of

automatic arrangement called an ejection

apparatus, which was quite efficient, and the

process of which he dared say the President of

the Royal College of Surgeons could explain.

The latest development of science was that of

flying. The first renowned aviator was Elija.

He was the origin of the term they had in the

navy—sky pilot. He claimed he had said enough

to explain the extraordinary antiquity of the

science of geography. (Laughter.)

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THE HIPPODROME CIRCUS.

There was a varied, interesting and thrilling programme at the Hippodrome Circus last night, and the numerous spectators present were manifestly delighted with the entire performance. Many old favourites made their reappearance in the arena, and new acrobats and jockeys, introducing new feats, added to the renown of the Hippodrome Circus.

Following the overtur of the band came Master Jenkins, a fearless youth of twelve, whose feats as a jockey gave no less entertainment to the spectators than they did to the youngster himself, for he entered upon his riding acts with all the pleasure of boyhood. Mounted on a sprightly little pony, he appeared to be as much at home vaulting high hurdles in a standing position as while sitting in the saddle. The equine midget marvel, Black Diamond, danced and jumped a number of closely set hurdles to the accompaniment of fast music. The latter fact could not have been done more gracefully or more skilfully by a greyhound. The rolling globe, on top of which Miss Elliott circled the arena, was well under her control, and she steered it up and down an incline with great ability. Miss Marie's equestrienne act was an excellent display of horsemanship, and Miss Isabella's nerve, grace and skill on the single trapze evoked the admiration and applause of the spectators. The acrobatic display of the talented Myers' troupe never grows monotonous. The smaller members spin in the air, turning somersaults with a blinding half-loop in an amazing manner. On the ground the whole troupe mingle in a wonderful display, which is carried out with machine-like precision. A remarkable double jockey act is introduced by Dicky Bell and Master Jenkins, and there is charm and rhythm in the Spanish dance of the Misses Catherine, Marie, Bella and Amelia. The well-trained elephants of Professor Jones enter the arena with squeals and flourishing trunks, looking about as clumsy as it is possible for these animals to look. But after witnessing their Blondin and balancing feats, the spectator is bound to admit that the adjective does not apply to them. The Jenkins

family of acrobats are a sturdy troupe, and from the head of the family down to the baby son, appear to be what is generally known as "double-jointed." With flying somersaults, nail air flights and wonderful balancing feats, they hold the interest of the spectators, who are continually moved to applause. "There's nothing new under the sun," we are told, and when the clown makes his joke there is always a spectator to remark, "I've heard that before." There may have been a few at the Circus last night who heard the jokes of Romeo and Jenkins before, but they were certainly not of the stereotyped order and were generally received with roars of hearty laughter. The programme was brought to a close by the performing lions, introduced by Trainer Urban. The intrepid trainer treated his wild pets as though they were so many lambs, just keeping beyond reach of their swinging paws. The crack of his whip caused them to display their glistening teeth, or to send a roar through the matted, when they never disobeyed an order, and were quite docile when he sat on their backs, fed them from a plate, or made a couch of them. He also did the daring and somewhat foolhardy feat of putting his head between the jaws of one of the bigger animals, a feat which not a few of the spectators disapprove and which may be done once too often. On the whole, the Circus keeps up its standard of excellence, and doubtless many will be attracted to the matted at Causeway Bay during the period of its stay.

CHRISTIAN SCIENCE IN HONGKONG.

As will be seen from our advertising columns, Mr. W. D. McCrackan, M.A., C.S.B., a member of the Christian Science Board of Lectureship, will give a lecture in Hongkong on Christian Science, a subject which has an interest for not a few in the Colony. Of the lecturer the *Boston Herald* says:—

W. D. McCrackan, M.A., is an interesting personality. An author and a close student of contemporary affairs, Mr. McCrackan is also a much travelled man. He has penetrated into the almost unknown interior of Asia Minor; he has studied in Switzerland and Belgium; Italy, Turkey, Greece and Germany are as familiar to Mr. McCrackan as the United States. Probably he is best known to the literary world by his "Rise of the Swiss Republic," which called forth the highest praise from leading critics in England and on the Continent. Mr. McCrackan was born of American parents at Munich, Germany, about 45 years ago. He was First Reader of The First Church of Christ, Scientist, Boston, U.S.A., from 1905 to 1908, and since that time has been a Member of the Board of Lectureship of that Church. He has a pleasing personality and is an excellent speaker.

THE CALCUTTA SWEEP.

Dr. Bolton, the emigration agent for Trinidad at Calcutta, who drew \$1,000 in the C.T.C. Derby sweep, disposed of a half share in it for £12,000. With the first prize amounting to about £25,000, this lucky man still pockets well over £20,000—a comfortable fortune. With the expenditure of £2 Mr. J. F. Awbery, master of Warrington Workhouse, his wife, and a lady friend have secured a return of £18,200. The profitable investment was obtained in the result of purchasing three tickets in the sweep, and but for the fact that he sold before the race half of the ticket with which he drew *Stedfast*, the horse which ran second, Mr. Awbery would have required about £34,000. It was agreed, in March last, when Mr. Awbery purchased the tickets, that any sum that might be won should be divided. Thus he and the two ladies each secure just over £6,000. The number of the ticket was 211,915. *Overseas Mail*.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held yesterday at the Council Chamber.

The following were present:—

HIS EXCELLENCE THE GOVERNOR, SIR FREDERICK JOHN LUGARD, C.B., D.S.O.

HIS EXCELLENCE MAJOR-GENERAL C. A. ANDERSON, C.B. (General Officer Commanding the Troops).

HON. MR. W. D. BARNES (Colonial Secretary).

HON. MR. C. G. ALABASTER (Attorney-General).

HON. MR. A. M. THOMSON (Colonial Treasurer).

HON. MR. W. CHATHAM, C.M.G. (Director of Public Works).

HON. MR. A. W. BREWIN C.M.G. (Registrar-General).

HON. CAPTAIN F. W. LYONS (Captain-Superintendent of Police).

HON. DR. HO KAI, M.B., C.M.G.

HON. MR. W. YIK, C.M.G.

HON. MR. R. A. HEWITT.

HON. MR. H. E. POLLACK, K.C.

HON. MR. C. MORTON EDE.

HON. MR. C. H. ROSS.

MR. C. CLEMENTI (Clerk of Councils).

MINUTES.

The minutes of the previous meeting were read and approved.

CORONATION CONGRATULATIONS.

HIS EXCELLENCE.—I have received two telegrams in connection with His Majesty's Coronation which I think will be interesting to the Council. The first is from the Vice-Admiral commanding the German Cruiser Squadron at Tsingtao. It is as follows:—

Tsingtao, 21st June, 1911.

SIR FREDERICK LUGARD,

Governor of Hongkong.

I desire to express to Your Excellency the heartiest congratulations of the German Cruiser Squadron on this the day of the Coronation. May Their Majesties the King and Queen be vouchsafed a long and blessed reign to the benefit of the English nation.

VON KRONIK.

Vice-Admiral.

The second is from the Viceroy of Canton. It is as follows:—

Canton, 22nd June, 1911.

GOVERNOR.

Hongkong.

To-day celebrates, amid great rejoicings, the Coronation of His Majesty the King, and all friendly States share your joy. To express my friendly regards and my gratitude for the assistance you have rendered me whenever needed I send you this telegram with an expression of hearty congratulations.

CHANG,

Viceroy of Two Kuongs.

Hongkong, 26th June, 1911.

FINANCIAL—NEW SALARY SCHEME.

THE COLONIAL SECRETARY.—I beg to lay upon the table, by command of H.E. the Governor, Finance Minutes Nos. 32 to 41, together with the correspondence relating to No. 40, and move that they be referred to the Finance Committee.

THE COLONIAL TREASURER seconded.

HIS EXCELLENCE.—Gentlemen, in connection with these financial Minutes which have been laid on the table I desire to say a few words in explanation of one which is of exceptional importance, No. 40, regarding which there is a special sessional paper laid upon the table. No. 8: I think it will be for the convenience of members if I add a few words to the explanation given in that paper. Formerly, as you are all aware, the salary of officers in the service of this Colony in Hongkong, 26th June, 1911.

STAMP AMENDMENT ORDINANCE.

THE COLONIAL TREASURER moved the first reading of a Bill entitled, "An Ordinance to further amend the Stamp Ordinance 1901, and the law relating to Stamps and Stamp Duty."

THE ATTORNEY-GENERAL seconded, and the Bill was read a first time.

According to the objects and reasons, the amendments (a) and (b) together with an amendment which is being made by the Stamp Amendment Bill, 1911, in the Stamp (Amendment) Ordinance, 1909, are introduced to prevent doubts arising with regard to the Chinese law of inheritance, as it has been suggested, though not proved, in a recent case (*Li Chok Hung v. Li Pui Choi*) that the French principle of *le mort sait le viv* is recognised as a portion of the law of China and that consequently unless probate duty is collected, the estate duty is in England, since the Finance Act, 1894, on property passing on death, it cannot be collected at all, because it is contended, the deceased leaves no estate. The amendment (c) is an amendment consequential on the Convention between the United Kingdom and Japan signed and ratified at Tokyo in 1900.

STAMP AMENDMENT ORDINANCE.

THE COLONIAL TREASURER moved the first reading of a Bill entitled, "An Ordinance to further amend the Stamp Ordinance 1901, and the law relating to Stamps and Stamp Duty."

THE ATTORNEY-GENERAL seconded, and the Bill was read a first time.

The objects and reasons state that the pro-

viso to section 8 (2) of the Principal Ordinance (Ordinance No. 16 of 1901) is introduced to enable transfers of shares, bills of exchange and promissory notes to be stamped after execution in cases of sudden departure from the Colony or other like cases. The words deleted by section 3 relate to a duty which has been obsolete since Ordinance No. 38 of 1902 was passed. Sections 4, 5, 6, 7, 9 and 10 are based on the Imperial Stamp Act, 1891, to the corresponding section of which reference is made in the marginal notes. Section 11 brings the local practice into line with the practice introduced into England by the Finance Act, 1894, which makes the duty payable on the value at the time of the grant of probate. The words "passing on death" are also introduced to prevent doubts arising with regard to the Chinese law of inheritance, as it has been suggested, though not proved, in a recent case (*Li Chok Hung v. Li Pui Choi*) that the French principle of *le mort sait le viv* is recognised as a portion of the law of China, and that consequently unless probate duty is collected on the property passing on death it cannot be collected at all, because it is contended, the deceased leaves no estate. The amendment effected by section 20 is intended to make the rates of interest uniform throughout the Colony. Sub-section (1) and (2) of section 13 are introduced to remove doubts, sub-section (3) is already law by virtue of section 51 of Ordinance No. 1 of 1865, but it has been found convenient to introduce it into the Stamp Ordinance.

STAMP DUTIES MANAGEMENT ORDINANCE.

THE COLONIAL TREASURER moved the first reading of a Bill entitled, "An Ordinance to consolidate and amend the Law relating to the Management of Stamp Duties."

THE ATTORNEY-GENERAL seconded, and the Bill was read a first time.

It is stated in the objects and reasons

that this Bill is based mainly on the Im-

perial Stamp Duties Management Act, 1891

(54 and 55 Vict. o. 35), to the correspond-

ing sections of which reference is made

in the margin. The licence insisted on by

section 3 is, however, only required in the case of

Section 7 replaces section 13 of

Ordinance No. 16 of 1901. Section 10 is based

mainly on the Stamp Duties Management Act,

1891, but certain of its sub-sections, namely, sub-

sections (5) and (10) are taken from the Stamp

Act, 1891, and sub-sections (8) and (9) are a

combination of sub-sections of the Stamp

Duties Management Act with sub-sections of

section 27 of Ordinance No. 16 of 1901. In

been continuously since, a great deal of dis- content among the junior members of this service. Those facts were represented to the Secretary of State in June, 1907, by Sir Henry May, who was at that time administering the Government, and not long after my own arrival in 1903 I also represented the whole case. However, no action was taken, for reasons which I trust to lay before the Council I shall have

to offer a holding cadet posts and does not affect the technical branches of the service, such as the medical officers, public works departments, and others, as the salaries of these are largely subject to the law of supply and demand, and the grievance does not so strongly exist in their case. In the further scheme which I trust to lay before the Council I shall have

remarks to make on these branches. With regard to cadet service the further proposals which I may have to put before you will be

perhaps that there should be a charge for rent

in all cases where government quarters are

occupied, that increments should be annual

instead of triennial, and also with regard to

periods of leave. I am convinced, gentlemen,

that the proposals before you are for the

good both of the service and its officers,

and I recommend them strongly to you. I

have not thought it advisable to delay this

measure of reform for the longer scheme, and I

hope unfeigned members will view the proposals

favourably.

The motion was agreed to.

PUBLIC WORKS COMMITTEE.

THE DIRECTOR OF PUBLIC WORKS, by com-

mand of H.E. the Governor laid on the table

the report of the Public Works Committee

No. 2.

SCAVENGING AND CONSERVANCY BYE-LAWS.

THE COLONIAL SECRETARY.—Sir, I beg to

move the approval of the Council of bye-laws

made under section 16 of the Public Health and

Buildings Ordinance, 1903-09, which are in the

hands of hon. members. The bye-laws only

reached the office a short time ago, and it was

not possible to get them in the hands of hon.

members previously. I understand they were

passed by the Sanitary Board and submitted in

the naval form.

The motion was agreed to.

PROVISIONS.

THE ATTORNEY-GENERAL moved the first

reading of a Bill entitled, "An Ordinance to

amend the Provisions Ordinance, 1897."

THE COLONIAL SECRETARY seconded, and the

Bill was read a first time.

The motion was agreed to.

WINEs.

THE ATTORNEY-GENERAL moved the first

reading of a Bill entitled, "An Ordinance to

amend the Wine and Spirit Duties Management

NOTICE.

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NEW ADVERTISEMENTS

NOTICE.

WE HAVE This Day Established Ourselves at Hongkong and Canton as General Import and Export Merchants. CARL BODIKER & CO., Kommanditgesellschaft auf Aktien, Hamburg.

Hongkong, 1st May, 1911. 1915

NOTICE.

NOTICE IS HEREBY GIVEN that the Interest and Responsibility of MESSRS. ADOLF HELMUTH ERNST SCHULDT and SCHULDT & CO. in the Firm of SCHULDT & CO., in Hongkong and Canton, has BEEN RELEASED by mutual consent as from the 1st day of May, 1911, and that MR. GEORGE WILHELM GUSTAV HARTLING continues the Business from that Date upon his own account and upon his Sole Responsibility.

Hongkong, 5th July, 1911. 1916

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A N INTELLIGENT STENOGRAPHER and THOROUGH BOOKKEEPER, with considerable experience of Commercial Shipping and Banking Work, Wants Situation. First Class references.

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KAISELICH DEUTSCHES KONSULAT, Canton, 29. Juni 1911. 1920

THEATRE ROYAL.

LECTURE ON CHRISTIAN SCIENCE BY

W. D. McCrackan, M.A., C.S.B.

Member of the CHRISTIAN SCIENCE BOARD OF LECTURESHIP, BOSTON, U.S.A.

JULY 20TH, 1911, AT 6 P.M.

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Admission Free.

Hongkong, 7th July, 1911. 1921

DIRECT TO SOUTH AFRICA.

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GILMAN & CO., Hongkong, 7th July, 1911. 1922

ITALIAN MARBLE.

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MATINEES!

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Children under 12 years Half Price.

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Hongkong, 7th July, 1911. 1889

GEO. FENWICK & CO., LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the HONGKONG HOTEL, at 12 Noon, TO-MORROW (SATURDAY) the 8th day of July, when the following Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 17th day of June, 1911, will be submitted for confirmation as Special Resolutions:

1. That GEO. FENWICK & CO., LTD. be wound up voluntarily.

2. That the partners in the firm of MESSRS. PERCY S. SMITH, SETH and FLEMING, of Hongkong, be appointed Liquidators, with power for any one of them to exercise any of the powers of such Liquidators.

By Order of the Board of Directors.

JOHN I. ANDREW,

General Manager, Hongkong, 30th June 1911. 1893

HONGKONG GYMKHANA CLUB.

THE THIRD MEETING of the Season will be held at HAPPY VALLEY, TOMORROW (SATURDAY), the 8th July, 1911, commencing at 3.30 P.M.

The Charge of Admission will be \$1.00 for others than Members of the HONGKONG JOCKEY CLUB or GYMKHANA CLUB.

Soldiers and Sailors in uniform Half Price. The Committee invite the Ladies of Hongkong to be present.

REGINALD F. C. MASTER,

Hon. Secretary and Treasurer, Hongkong, 6th July, 1911. 1912

THE PRACTICAL MERCANTILE AND TECHNICAL TRAINING CLASSES.

WE teach you only what is practical and applicable to your business or occupation.

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We shall be glad to give you full information, if you will kindly write to—TRAINING.

Care of "Daily Press" Office, Hongkong, 28th June, 1911. 1889

SITUATION WANTED BY A FOREIGNER.

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Apply to—

A. B. C., Care of "Daily Press" Office, Hongkong, 3rd July, 1911. 1904

NOTICE.

WE have authorized Mr. MAX STEGGER to sign the name of our Firm.

REUTER, BROCKELMANN & CO., Hongkong and China, 1st July, 1911. 1905

NOTICE.

IT is proposed to form a TENNIS CLUB at Kowloon for Europeans and to lease the Four Courts at the back of HUMPHREYS ESTATE Co.'s Flats in Nathan Road. Those interested in the above project are requested to send in their names to

The Secretary,

HUMPHREYS ESTATE & FINANCE CO., LTD.

Alexandra Buildings, Hongkong, 22nd June, 1911. 1922

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

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Developing and Printing Undertaken.

Hongkong, 31st July, 1907. 1609

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5,249 for One hundred and twenty-five (125) Shares numbered 148,670 to 148,699 and 148,710 to 148,734, inclusive, fully paid-up, standing in the Register in the name of NG LI HENG, of Hongkong, having been Lost or Destroyed. Notice is hereby given that unless the said Certificate be produced at the Offices of the Company, Alexandra Buildings, Des Vaux Road Central, Hongkong, on or before the 28th day of July, 1911, New Certificates for the said Shares will be issued and the Old Certificates will thereafter be held by the Company as null and void.

JOHN D. HUMPHREYS & SON, General Managers, Hongkong, 23rd June, 1911. 1887

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Hongkong, 2nd February, 1911. 1892

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EXTENSIVE WATER FRONTAGE, DEEP WATER.

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Hongkong, 8th June, 1906. 1111-112

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HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1910.

REVISED BY THE MEMBERS.

PRICE — \$3.

DAILY PRESS OFFICE.

Hongkong, 28th June, 1911. 1891

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A SCHOOL BOY, 16 years of age, wants a

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willing to work two months without pay and

then start with a Reasonable Salary.

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Ask your dentist to tell you how good "Sozodont" is.

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which lasts a lifetime and can be purchased from any Chemist or Stores.

PRICE—\$2 Each.

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WHOLESALE PRICE—

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“SANITAS-OKOL.” 20 times the coefficient of carbolic acid. The ideal disinfectant for use in the Tropics. Highest efficiency and lowest cost. Powerful Larvicide. Unaffected by organic matter, and miscible with both fresh and salt water.

“SANITAS-BACTOX.” (Saponified Cresols of the same (20) guaranteed co-efficiency. Homogeneous, and miscible with fresh water.

“SANITAS-SOLIDIS.” a cheap but concentrated Coal Tar Disinfectant of the greatest reliability and guaranteed efficiency.

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in a remarkably short time, often a few days.

Cures discharge of either sex, impure injections

in a remarkably short time, often a few days.

Cures discharge of either sex, impure injections

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in a remarkably short time, often a few days.

Cures discharge of either sex, impure injections

INTIMATION

Study it part by part, examine it as you will,
you will find nothing but sterling integrity in every

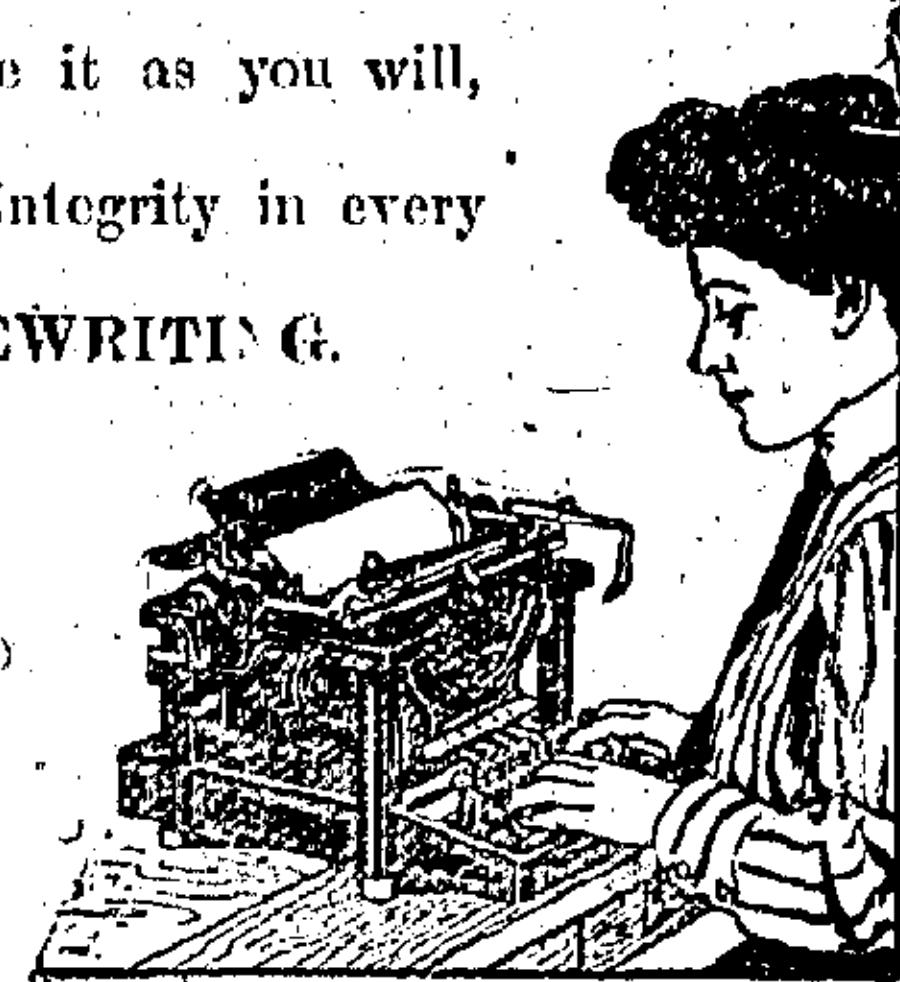
detail of the REMINGTON TYPEWRITING.

SIEMSEN & CO.,

SOLE AGENTS

FOR

HONGKONG, CANTON AND SOUTH CHINA
AND FORMOSA.



[533.2]

MEN-OF-WAR ON THE CHINA
AND JAPAN STATION.

BRITISH
Alacrity, despatch-boat, 700 tons, 4 guns, 2,000
i.h.p., Comdr. A. Lowndes, Weihsien.
Astron, 2nd class cruiser, 4,300 tons, 10 guns,
7,000 i.h.p., Captain E. B. Kiddie,
Wellmington.

Atlas, admiralty tug, 615 tons, 1,400 i.h.p.,
Master S. West, Hongkong.

Bramble, gunboat, 710 tons, 900 h.p., Lieut.
Comdr. B. G. Washington, Shanghai.

Britannia, gunboat, 710 tons, 900 h.p., Lieut.
Comdr. J. M. Barker, Shanghai.

Cadmus, British sloop, 1,070 tons, i.h.p. 1,400
f.d., Comdr. H. Lyne, Shanghai.

Cherub, water tank and tug, 390 tons, i.h.p. 340
Master W. Smith, Hongkong.

Clio, British sloop, 1,070 tons, i.h.p. 1,400
Comdr. H. R. Yeale, Shanghai.

Fame, torpedo-boat, destroyer, 340 tons, 6
guns, 5,700 i.h.p., Lt.-Comdr. H. S. Monroe,
Wellmington.

Arcona, cruiser, 2,710 tons, Captain von Hipper
Amoy.

Iltis, gunboat, 1,000 tons, 10 guns, 700
i.h.p., Captain J. Nicholas, Weihsien.

Hamy, torpedo-boat destroyer, 295 tons, 6 guns,
7,000 h.p., Lieut.-Comdr. H. Guy Stopford,
Hongkong.

Hart, torpedo-boat destroyer, 295 tons, 6 guns,
4,000 h.p., Lt.-Comdr. H. Guy Stopford,
Hongkong.

Janus, torpedo-boat destroyer, 320 tons, 6 guns,
3,900 h.p., Lt.-Comdr. B. R. Blackwood,
Weihsien.

Kent, armoured cruiser, 9,800 tons, 14 guns,
i.h.p. 22,000, Capt. S. St. J. Farquhar,
cruising.

Kinska, river gunboat, 616 tons, 1,200
Lieut.-Comdr. T. J. S. Lyne, Yangtze.

Merlin, surveying ship, 1,070 tons, 6 guns, 1,400
i.h.p., Comdr. B. O. M. Davy, Sandakan.

Minotaur, armoured cruiser (flagship), Vice-
Admiral Sir A. L. Winslow, K.C.B.,
C.V.O., C.M.G., 14,600 tons, i.h.p. 27,000
Capt. G. C. Cayley, Nagasaki.

Monmouth, armoured cruiser, 9,200 tons, i.h.p.
22,000, Captain L. E. Power, M.V.O.,
in route Weihsien.

Moerker, river gunboat, 180 tons, 2 guns,
i.h.p. 300, Lieut.-Comdr. G. P. Leith,
West River.

Patria, gunboat, 700 tons, Captain J. Astreco,
UNITED STATES.

Albany, cruiser, 3,000 tons, C. S. Williams,
Ararat, gunboat, Lieut.-Comdr. Matt H.
Signor.

Bainbridge, destroyer, 7 guns and 2 torpedo
tubes, Ensign Lloyd W. Townsend.

Barry, destroyer, 420 tons, Ensign Edmund S.
Root.

Callao, gunboat, 243 tons, Ensign J. R. Morrison.

Cleveland, cruiser, 3,200 tons, Commander
Hugh Rodman, Shanghai.

Charleston, battle ship (dreadnaught), 9,700,
58 guns, 21,000 h.p., Comdr. John H.
Gibbons, Shanghai.

Chattanooga, cruiser, 3,200 tons, Commander
John D. MacDonal, Shanghai.

Chunyang, destroyer, 420 tons, Ensign J. N.
McNair.

Dale, destroyer, 420 tons, Lieut. Herbert H.
Michael.

Denver, cruiser, 3,200 tons, Comdr. Edward E.
Cagehart, Shanghai.

Galveston, cruiser, 3,200 tons, Commander
John A. Hooper, Manila.

Helena gunboat, 1,392 tons, Comdr. Robert
O. Butler, Shanghai.

Minnow, gunboat, Lieut. George M. Baum.

Mohican (station ship), Commander G. K.
Slisbury.

Monrovia, monitor, 4,600 tons, Lt. D. W. Tod.
Olongapo.

Namur, transport, 1,577 tons, W. D. Pardeaux.

New Orleans, cruiser, 3,430 tons, Comdr. Roger
Welles.

HONGKONG TIDE TABLE.

From July 7th to 13th, 1911.

HIGH WATER. LOW WATER.

Days of Week.	Days of Month.	Hongkong Mean High Water Time.	Hongkong Mean Low Water Time.
Fri.	7	1, m. 6 29 6 0 1 39 2 1	1, m. 7 45 3 8 4 0 16 2 9
Sat.	8	1 1 6 4 0 1 18 2 1 6	1 1 8 4 5 3 8 2 1 6
Sun.	9	1 2 3 2 6 7 0 1 54 3 0	1 2 3 2 6 7 0 1 54 3 0
Mon.	10	1 3 3 8 2 5 6 2 56 1 2	1 3 3 8 2 5 6 2 56 1 2
Tues.	11	1 4 2 6 3 9 3 3 3 3 0 9	1 4 2 6 3 9 3 3 3 3 0 9
Wed.	12	1 5 3 2 7 2 3 2 3 6 0 6	1 5 3 2 7 2 3 2 3 6 0 6
Thurs.	13	1 6 4 5 3 9 4 2 4 45 0 5	1 6 4 5 3 9 4 2 4 45 0 5

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 6th.

	Previous	On Lat.	On Date
	Day	at	at
	4 p.m.	10 a.m.	4 p.m.
Baometer	29.78	29.89	29.82
Temperature	82	82	81
Humidity	83	79	80
Wind Direction	SSE	SSE	SSE
Forresti	4	2	1
Weather	o	o	o
Rain	0.32	—	—

Highest open air Temperature on 5th—85

Lowest open air Temperature on 5th—78°

BIG SHIPS AND DEEP HARBOURS.

THE CONTEST BETWEEN THE SHIP-DESIGNER AND THE HARBOUR BUILDER.

A race between engineers! Such might describe the condition of affairs in the maritime world of to-day in regard to two of the most important branches of civil engineering. On the one hand we have the ship designer turning out larger and larger vessels; on the other is the harbour engineer striving vainly to provide a sufficient depth of water in which to float these huge steamships. It is a tremendous struggle. The former has set the pace, and the latter finds it hot, so much so that he is hard put to it to keep on his rival's heels.

This contest may be said to have commenced about two years ago, and the harbour engineer has been kept on the run ever since; even to-day he has no prospect of overtaking his relentless pace. For ten years the 550 to 650-foot liner of some 15,000 to 20,000 tons displacement and averaging from 20 to 22 knots speed held the board. It met all requirements for transatlantic travel, and every one appeared satisfied. Then the German mercantile marine, having advanced by huge strides, made a bold bid for the Atlantic express traffic and the "Kaiser Wilhelm der Grosse" snatched the blue ribbon for speed from the Cunard Company by maintaining an average sea speed of 23 knots with engines developing 31,000 horse-power.

At this time speed was the governing consideration among the various companies operating on the Atlantic between New York and Europe. So obvious was this idea that everything was rendered subservient to the craze and it appeared as if a healthy rivalry would spring up on the water between the various lines, precipitating a situation analogous to that prevailing on dry land between the competing railways.

But suddenly the excitement produced over the speed mania was extinguished. The laurels were lost in undisputed possession of the laurels they had won at such a heavy outlay, so far as this country was concerned. Public hopes were dashed to the ground by the appearance of the "Oceanic," which only notched a matter of 21 knots per hour; and the German companies were left to fight among themselves for speed supremacy, which soon passed from the North-German Lloyd Company to its rival, the Hamburg-American Line, when the "Deutschland" with her engines of 37,500 horse-power, appeared on the scene and sped across the Atlantic at an average speed of 23 knots.

British shipping companies were assailed for their apparent indifference in letting the Germans have the whole field to themselves in point of speed. But the most prominent shipping companies and shipbuilders had been in solemn conclave. The former, after a close investigation of their balance-sheets, had come to the conclusion that the speed was a costly will-o'-the-wisp to pursue. Reflection convinced them that a far healthier aspect could be imparted to the profit and loss account by large vessels of heavy displacement travelling at a moderate speed. As a result this country took what was regarded generally as a retrograde step when the large liner of 16 to 18 knots made its bow, for no transatlantic greyhound worthy of the name was then in service with a speed of less than 19½ knots. "Such slow tubs in these days of high pressure will never appeal to the public!" So said the critics.

Yet the intermediate type of steamer proved a complete success from the instant it appeared to such an extent that the company responsible for the experiment withdrew from the speed contest once and for all. This was the White Star Line, and subsequent experience has proved the wisdom of their policy. This organisation has never been attracted by the speed mania to a pronounced extent and from present indications it will never make a bid in this particular field.

It found that there was a large section of the travelling public who were not attracted o.e. by a helmet-seller race across the Atlantic; were not particular whether the journey was completed in six or nine days, so long as they were reclining in the lap of luxury and ease meanwhile. These attributes they found finely developed upon the moderate speed vessel, and forthwith captured a large proportion of the transatlantic passenger traffic.

PASSENGER-FREIGHTERS.

What was the result? Rival steamship companies with shrinking profits found that speed meant heavy coal bills and a limited revenue, so they, too, in a great measure refrained from the "Celtic" class. The former, after a close investigation of their ports into activity, and loudly demanded when they would wake up to the new development. One or two harbour engineers bolder than the rest ridiculed the construction of a 1,000-foot 50,000-ton liner within less than half a century. The "Celtic" class would suffice for several years. And they endeavoured to lapse back into a false sense of security. But such was denied them. They had scarcely got over the shock produced by Lord Pirrie's pronouncement when they were jolted again by the news that the Cunard Line was laying down two liners, 790 feet long, of 88 feet beam, 60 feet deep, and with a maximum draught displacement of 45,000 tons, to cross the Atlantic at a minimum average speed of 24½ knots.

Harbour authorities wasted no further time. They set to work in grim earnest, struggling hard to make up the time they had lost by their lethargic action. When a projected vessel of any dimensions gets so far as the keel-block stage it is not long, relatively speaking, before the creation slips down the launching-way into the water. And ships can be built faster than docks can be enlarged, or navigable channels can be dredged.

But the announcement that the next liner would witness the arrival of the 50,000-tonner did more than to promote a healthy race between two opposing forces of engineers. It created antagonism. Ever since the "Celtic" appeared there has been a constant warfare between ship-builders and shipowners on the one side and harbour authorities on the other. The latter have striven with might and main to arrest the development, but it would be just as easy to stop the hands of a clock, or to upset the alternating movement of the tides. The harbour engineers, right or wrong, had to meet the requirements of such huge vessels as far as possible, and that they are dipping their hands continually into their pockets. But so do the vessels cost money—far more both in initial outlay and maintenance than the docks; and if they pay their owners, surely they must be remunerative to the ports they frequent.

This competition between the two sides has been attended by a development in America which is as amusing as it is absurd. The port of New York has put to incessant expense to meet the growing dimensions of British liners during the past ten years or so. The outcome of this continuous expenditure has been the formation of an organisation of reputed business men with the object of forcing the British shipping companies and builders to stay their hands. The alternative is a refusal to provide accommodation. How such an ostrich-like movement could achieve the desired end it is difficult to explain, for the owners have the whip-hand. If one port will not provide what they want—well, they must use another which does so; and trade once diverted from a certain point is difficult to regain.

HOSTILITY OF HARBOUR ENGINEERS.

This country has not been free from a similar attitude on the part of those supposedly in control of a port's welfare. Harland and Wolff are consistently at log-berths in regard to dredging and other operations at Belfast. The launch of every succeeding man-of-war is responsible

STRAITS SETTLEMENTS STOCKS AND SHARES.

RUBBER COMPANIES.

SINGAPORE, JUNE, 15.

Per value each share £1. Calls paid up are—	Singapore Fraser & Co's Prices, May 17	Dividends	Per value each share £1. Calls paid up are—	Singapore Fraser & Co's Prices, May 17	Dividends
15/- paid	Alor-Pungs...	—	fy. paid	Malacca Ordinary...	10.2.0
2/- fy.	Anglo-Johore...	10%	2/- fy.	Merlin...	5/-
17/6	Bakap...	—	fy.	Morton Syndicate...	10% 11
fy.	Bantong...	5%	2/- fy.	Mount Austin...	1.12.0
16/-	Batu Caves...	16.0.0	10/- 10/-	North Brough...	25%
fy.	Batu Tiga...	5.0.0	10% 10/-	North Hummock...	10
2/- 1/-	Borongan, Sulu...	6%	2/- fy.	Padang...	4/3

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	DELTA	Noon, 8th July	See Special Advert.
OF CALIFORNIA	Capt. E. P. Martin, R.N.R.		
SHANGHAI, MOJI, KOBE, NOME, YOKOHAMA	NEPTUNE	About 12th July	Freight and Passage.
LONDON and ANTWERP	NUBIA	About 15th July	Freight and Passage.
VIA SINGAPORE, PEKING, NANO, COLOMBO, PORT SAID AND MARSEILLES	Capt. F. J. Fox		
SHANGHAI	DELHI	About 20th July	Freight and Passage.
SHANGHAI, MOJI, KOBE, SOTOGA	Capt. H. S. Bradshaw	About 27th July	Freight only.
SHANGHAI, MOJI, KOBE, SOTOGA	Capt. F. E. Andrews	July	Freight only.
For Further Particulars apply to	E. A. BEWETT, Superintendent.		

HONGKONG, 7th July, 1911.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"ANHUI"	On 7th July, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN	"CHANGSHA"	On 7th July, 4 P.M.
CATURS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"HUICHOW"	On 8th July, 4 P.M.
WEIHAIWEI, CHENGDU	"HUICHOW"	On 8th July, 4 P.M.
TIENTSIN	"CHENAN"	On 8th July, 8 A.M.
SHANGHAI	"SINGAN"	On 9th July, 8 A.M.
HAIPHONG	"KAI FONG"	On 11th July, 4 P.M.
MANILA, CEBU and ILOILO	"LINAN"	On 13th July, 4 P.M.
SHANGHAI	"CHINHUA"	On 15th July, 8 A.M.
SHANGHAI	"S.S. LINHAN" and "S.S. SANLAI"	Weekly.
AUSTRALIAN STEAMERS	have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried throughout. Extra State-rooms on Deck, aft. Saloon accommodation Ami-ships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAI FONG" is situated on Deck, aft.	
SHANGHAI LINE	FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.	
ND.	Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.	
These Steamers land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.		
FARE, \$45 SINGLE and \$30 RETURN.		
For Freight or Passage apply to—	BUTTERFIELD & SWIRE, Hongkong, 7th July, 1911.	AGENTS. [10]

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, July 21st, Noon
TEMPO MARU	21,000	E. Bent	FRIDAY, July 25th, Noon
NIPPON MARU	11,000	H. S. Smith	FRIDAY, Aug. 1st, Noon
CHIYO MARU	21,000	W. W. Greeno	FRIDAY, Sept. 14th, Noon

+ Triple Screws, turbine engines. • Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices.

The Twin Screw Steamer "AMERICA MARU" will be despatched for SAN

FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and

HONOLULU, on FRIDAY, 21st July, at Noon.

SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY of MEXICO at MANZANILLO)

Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING
KIYO MARU	17,500	H. Nishi	TUESDAY, Aug. 15th, Noon
KIYO MARU	10,500	K. Hashimoto	SATURDAY, Oct. 14th, Noon
HONGKONG MARU	11,000	H. Hinokuma	WED'DAY, Dec. 13th, Noon

The Steamer "KIYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILIAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, 15th August, at Noon.

FARES FROM HONGKONG.

TO SAN FRANCISCO	£ 45.00, Single
NEW YORK	£ 60.00, "
" LONDON	£ 71.10-0, "
"	£ 120.00, Return 6 Months
"	£ 125.00-0, 24 "
" SALINA CRUZ or MANZANILLO	Yen. 42.00, Single
" VALPARAISO	Yen. 57.00, "

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:—

TO EUROPEAN POINTS.—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES POINTS.—Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at Ports of Call.

TO ALL POINTS.—Missionaries and their families.

(These concessions apply to San Francisco Line Only).

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

The "TEMPO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSDA, LOCAL MANAGER,
King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY
The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago. Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (GROSS REG.)	LEAVES.
VICTORIA, R.C. & TACOMA VIA KEELUNG, NAGASAKI KORE, YOKOYAMA, SHIMIZU AND YOKOHAMA	"CHICAGO MARU"	6,182	WED'DAY, 12th July, at 11 A.M.
"	"TACOMA MARU"	6,173	WED'DAY, 9th Aug. at 11 A.M.
"	"SEATTLE MARU"	6,182	WED'DAY, 6th Sept. at 11 A.M.
VICTORIA, R.C. & TACOMA VIA KEELUNG, SHANGHAI MOJI, KOBE, YOKOYAMA AND YOKOHAMA	"CANADA MARU"	6,063	TUESDAY, 25th July, at 11 A.M.
"	"PANAMA MARU"	6,059	TUESDAY, 22nd Aug. at 11 A.M.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSUI VIA SWATOW and AMOY	"DAIJIN MARU"	SUNDAY, 9th July, at 10 A.M.
ANPING VIA SWATOW and AMOY	"SOSHU MARU"	WED'DAY, 12th June, at 10 A.M.

During the two months of July and August, Return Tickets to Foochow available. Three Months will be issued at the Special Rates of:—

1ST CLASS \$15.50 2ND CLASS \$29.90.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,
MANAGER

7721

"The Beer That's Brewed to Suit The Climate"

JUST THE THING FOR A PICNIC

A SMALL CASK OF

O. B.
BEER.

Fresh from the Brewery.

Just Try It!

NIPPON YUSEN KAISHA

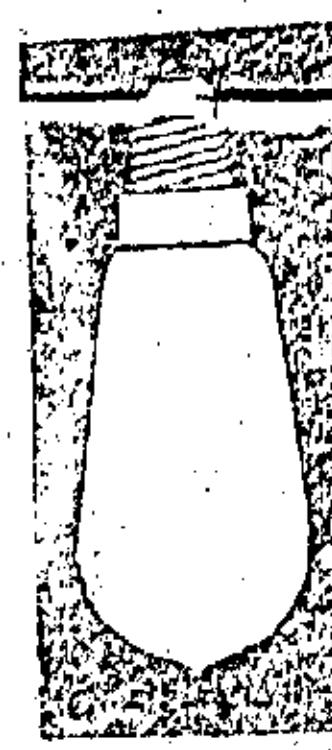
THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLE, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	HITACHI MARU	7,000	SUNDAY, 9th July, at Daylight
SHANGHAI, MOJI, KOBE, NOME, YOKOHAMA and HONOLULU	MIYASAKI MARU	9,000	WED'DAY, 19th July, at Daylight
VICTORIA B.C. & SEATTLE	KAMAKURA MARU	7,000	SATURDAY, 15th July, from KORE
VICTORIA, R.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOYAMA, SHIMIZU and YOKOHAMA SYDNEY and MELBOURNE	TAMBA MARU	7,000	TUESDAY, 13th July, at 4 P.M.
YOKOHAMA and HONOLULU	SAWA MARU	7,000	TUESDAY, 15th Aug. at 4 P.M.
YOKOHAMA and HONOLULU	NIKKO MARU	6,000	FRIDAY, 17th July, at Noon
YOKOHAMA and HONOLULU	KUMANO MARU	6,000	FRIDAY, 4th Aug. at Noon
YOKOHAMA and HONOLULU	BOMBAY MARU	6,000	FRIDAY, 11th Aug. at Noon
YOKOHAMA and HONOLULU	TOGA MARU	6,000	WED'DAY, 19th July, at Noon
YOKOHAMA and HONOLULU	HIRANO MARU	9,000	THURSDAY, 20th July, at 11 A.M.
YOKOHAMA and HONOLULU			

"GRAETZ."

METALLIC FILAMENT
LAMPSEHRICH & GRAETZ,
BERLIN S. O. 36.

Saying in current 70%.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

CH. WEISS, TROSSINGEN.

Manufacturers of

MOUTH ORGANS.

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Hoehl Extra Dry
gout américain

Sole Representative for Hongkong and South China
Hugo C. A. Fromm, Hongkong.

670-22

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Routs to EUROPE.

The *Posta*, with the Siberian Mail, is due to arrive here to-day.

FOR	PER	DATE
Swatow, Amoy and Foochow	Friday	7th, 10.00 A.M.
Manila, Cebu, Iloilo, Tumaco (Colombia)		
Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Tasmania, New Zealand, Dunedin, Adelaide, Perth, and Fremantle		
Macao		
Shanghai		
Swatow and Shanghai		
Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Tasmania, New Zealand, Dunedin, Melbourne, Adelaide, Perth, and Fremantle		
Manila, Cebu, Iloilo, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Tasmania, New Zealand, Dunedin, Melbourne, Adelaide, Perth, and Fremantle		
Aleia de Pech and Fremantle		
Singapore, Penang and Calcutta		
Singapore		
Europe, &c., INDIA VIA TUTICORIN		
(Late Letters 11.00 A.M. to NOON, Extra Postage 10 cents.)		
Supplementary mail on board up to the time fixed for departure of the mail.		
Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
The Purse mail will be closed today at 4.5 p.m.		
Manila, Cebu and Iloilo		
Macao		
Saigon		
Dejarkhishir		
Wenchiaw, Chefoo and Tientsin		
Unipakou		
Tsingtao and Tientsin		
Shanghai		
ASIAN MAIL TO EUROPE		
Macau		
Manila, Cebu and Iloilo		
Swatow, Amoy and Foochow		
Singapore, Penang and Calcutta		
Manila, Cebu and Iloilo		
Keeling, Nagasaki, Kobe, Yokohama, Victoria and Tacoma		
Shanghai		
ASIAN MAIL TO EUROPE		
Macau		
Manila, Cebu and Iloilo		
Swatow, Amoy and Foochow		
Singapore, Penang and Calcutta		
Manila, Cebu and Iloilo		
Keeling, Nagasaki, Kobe, Yokohama, Victoria and Tacoma		
Shanghai		
EUROPE, &c., INDIA VIA TUTICORIN		
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Singapore, Penang and Bombay		
Manila, Cebu and Iloilo		
Moji, Manzanillo, Guaymas (Mexico)		
Shanghai, Kobe and Moji		
AMOY, KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA, HONOLULU, AND SAN FRANCISCO		
Singapore, Penang and Calcutta		
Manila, Cebu and Iloilo		
Willemshafen, Dant, Heibergshof, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle		
Sanakan		

COMMERCIAL.

EXCHANGE

CLOSING QUOTATIONS.

July 6th.

ON LONDON:	Telegraphic Transfer	1/9 ⁶
	Bank Bills, on demand	1/9 ¹⁵
	Bank Bills, at 30 days' sight	1/9 ¹⁵
	Bank Bills, at 4 months' sight	1/9 ¹⁵
	Credits, at 4 months' sight	1/10
	Documentary Bills, 4 months' sight	1/10
ON PARIS:		
	Bank Bills, on demand	2/28
	Credits, at 4 months' sight	2/31
ON GERMANY:		184 ⁴
	On demand	
ON NEW YORK:		
	Bank Bills, on demand	43 ⁷
	Credits, at 60 days' sight	44 ²
ON BOMBAY:		
	Telegraphic Transfer	135
	Bank, on demand	135 ⁴
ON CALCUTTA:		
	Telegraphic Transfer	135
	Bank, on demand	135 ⁴
ON SHANGHAI:		
	Bank, at sight	74 ³
	Private, 30 days' sight	75 ⁸
ON YOKOHAMA:		88 ²
ON MANILA:		88 ²
ON SINGAPORE:		77 ¹
ON BATAVIA:		108 ⁴
ON HAIKONG:		44 ⁷ pm
ON SAIGON:		1 pm
ON BANGKOK:		34 ¹
BONBONNE, Bank's Buying Rate	\$1.00	
BONBONNE, 100 fine, per tael	\$57.50	
BONBONNE, BAR SILVER, per oz	24 ⁷ 4	

SUBSIDIARY COINS.

Per cent.

Chinese	20 cents pieces	87.24 discount
Chinese	10 "	87.57
Hongkong	20 "	87.00
Hongkong	10 "	87.38

SUARE LIST.—QUOTATIONS. HONGKONG, JULY 6TH, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	SELLING QUOTATIONS CASH.
DANES.—	120,000	\$125	all	1365, buyers
Hongkong & Shanghai Bank Corporation	99,925	\$7	£6	1367.10 ⁷
National Bank of China, Limited	60,000	\$12	all	88, buyers
China Horne Company, Limited	50,000	\$5	all	91, buyers
China Light and Power Company, Limited	200,000	\$10	all	171.5, buyers
China Provident, Loan & Mortgage Co., Ltd.	20,000	Tls. 50	all	Tls. 75.
COTTON MILLS.—	125,000	\$10	all	151
Two Cotton Spinn'g, & Weaving Co., Ltd.	10,000	Tls. 75	all	Tls. 46.
Hongkong Cotton Spinning Co., Ltd.	84,000	Tls. 100	all	171.53
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 50	all	Tls. 22.
Lau-Kung-Mow C. Spinn. & Weav. Co., Ltd.	10,000	Tls. 50	all	212, buyers
Soy Cleo Cotton Spinning Co., Limited	40,000	\$12	all	181.5, buyers
Dairy Farm Company, Limited	400,000	\$10	all	212, buyers
DOCKS AND WHARFS.—	60,000	\$50	all	5493
Hongkong & Kowloon Wharf & G. Co., Ltd.	50,000	\$50	all	555, buyers
Hongkong and Whampoa Dock Co., Ltd.	10,000	\$41	all	38
New Army Dock Co., Limited	55,000	Tls. 100	all	11.60.
Shanghai Dock and Engineering Co., Ltd.	36,000	Tls. 150	all	11.62, sellers
Shanghai and Hongkow Wharf Co., Ltd.	18,000	\$29	all	53.1, sellers
Fenwick & Co., Limited	400,000	\$10	all	51.5, buyers
Green Island Cement Co., Limited	60,000	\$10	all	5214, buyers
Hongkong and China Gas Co., Limited	12,000	\$50	all	8120.
Hongkong Electric Co., Limited	60,000	\$10	all	875.
Hongkong Hotel Company, Limited	15,000	\$10	all	811, sellers
Hongkong Ice Company, Limited	60,000	\$10	all	818, buyers
Hongkong Rope Manufacturing Co., Limited	10,000	\$10	all	813, buyers
Hongkong and South China Steam Fisheries Co., Ltd.	10,000	\$10	all	8187, buyers
CHINA.—	10,000	\$10	all	820, buyers
China Fire Insurance Co., Limited	20,000	\$10	all	820, buyers
China Traders Insurance Co., Limited	24,000	\$10	all	825
Hongkong Fire Insurance Co., Limited	2,000	\$10	all	833, buyers
North-China Insurance Co., Limited	10,000	\$10	all	835, buyers
Union Insurance Society, Limited	12,000	\$10	all	830, buyers
LANDS AND BUILDINGS.—	30,000	\$10	all	835, buyers
Hongkong Land Invest. Agency Co., Ltd.	150,000	\$10	all	836, buyers
Humphries' Estate and Finance Co., Ltd.	6,000	\$10	all	823, buyers
Kowloon Land and Building Co., Ltd.	76,000	Tls. 50	all	839, buyers
Shangkai Land Investment Co., Limited	12,500	\$10	all	847.
MINING.—	16,000	Tls. 250	all	870.
Society Francaise des Charb'ges du Tonkin	20,000	\$10	all	822, sellers
Raub Australian Gold Mining Co., Ltd.	20,000	\$10	all	812.
Peak Tramways Co., Limited	50,000	\$10	all	810, buyers
Philippine Co., Limited	50,000	\$10	all	822, sellers
REFINERIES.—	20,000	\$10	all	880.
China Sugar Refining Co., Limited	7,000	\$10	all	822, sellers
Luzon Sugar Refining Co., Limited	20,000	\$10	all	8103.
STEAMSHIP COMPANIES.—	30,000	\$25	all	819, buyers
China and Manilla Steamship Co., Ltd.	22,000	\$50	all	8301, buyers
Douglas Steamship Co., Ltd.	80,000	\$12	all	865.
Hongkong, Canton & Macao S. P. Co., Ltd.	5,000	pref.	£12	65 bn. £16.
Indo-China Steam Navigation Co., Ltd.	2,500,000	£1	all	83.
Shell Transport & Trading Co., Limited	10,000	\$10	all	825, buyers
Star Ferry Company, Limited	10,000	\$10	all	825, buyers
South China Morning Post, Limited	8,000	\$10	all	825, sales
Steam Laundry Company, Limited	20,000	\$10	all	825, sales
STORES AND DISPENSARIES.—	1,200	\$10	all	819, buyers
Campbell, Moore & Co., Limited	15,000	\$10	all	833, buyers
Wm. Powell, Limited	10,000	\$10	all	83